

THE TRANSPORT TRIBUNAL

The
British Transport Commission
(Railway Merchandise)
Charges Scheme,
1957

Confirmed by Order dated the
31st December, 1956



LONDON
HER MAJESTY'S STATIONERY OFFICE
ONE SHILLING NET

IN THE COURT OF THE TRANSPORT TRIBUNAL

IN THE MATTER OF THE TRANSPORT ACTS, 1947 AND 1953,

and

IN THE MATTER OF THE BRITISH TRANSPORT COMMISSION
(RAILWAY MERCHANDISE) CHARGES SCHEME, 1957

THE BRITISH TRANSPORT COMMISSION

Applicants

Upon reading the draft of a charges scheme intituled "The British Transport Commission (Railway Merchandise) Charges Scheme, 1957" submitted for confirmation by the British Transport Commission on the 21st March, 1955, and upon holding a public inquiry and hearing at the said inquiry the Commission and all such hodies and persons as desired to be heard thereat,

IT IS HEREBY ORDERED—

(1) that the Scheme hereto annexed intituled "The British Transport Commission (Railway Merchandise) Charges Scheme, 1957", being the said draft of a charges scheme as altered by the Tribunal, be confirmed;

(2) that the said Scheme be printed and published by Her Majesty's Stationery Office;

(3) that the Applicants do cause to be inserted in the London Gazette and the Edinburgh Gazette and in the newspapers specified in the Schedule hereto notices to the effect following, namely—

(a) that by an Order dated the 31st December, 1956, the Tribunal had confirmed "The British Transport Commission (Railway Merchandise) Charges Scheme, 1957";

(b) that the said Scheme would come into force on the 1st July, 1957;

(c) that the said Scheme would be published by Her Majesty's Stationery Office.

Dated this 31st day of December, 1956.

L.S.

SCHEDULE

The Birmingham Post.
The Daily Telegraph and Morning Post.
The East Anglian Daily Times.
The Glasgow Herald.
The Liverpool Daily Post.
The Manchester Guardian.
The Newcastle Journal.
The Scotsman.
The Times.
The Western Mail and South Wales News.
The Western Morning News.
The Yorkshire Post and Leeds Mercury.
The Aberdeen Press and Journal.
The Inverness Courier.

THE BRITISH TRANSPORT COMMISSION (RAILWAY
MERCHANDISE) CHARGES SCHEME, 1957

PART I

CITATION, INTERPRETATION AND COMMENCEMENT

1. This Scheme may be cited as "The British Transport Commission (Railway Merchandise) Charges Scheme, 1957".

2. (1) In this Scheme, except so far as the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say:—

"the Commission" means the British Transport Commission;

"consignment" means goods which are by their nature suitable for loading together and are tendered at one time accompanied by one consignment note for carriage to one station or place; provided that—

(i) where the consignor himself loads goods into a wagon or wagons made available to him at a station by the Commission, tender for carriage shall be deemed to take place when he informs the Commission that loading is completed;

(ii) goods handed to the Commission at a station at different times during one day shall be deemed to be tendered at one time if the consignment note accompanies the part thereof first handed to the Commission and contains particulars of the whole consignment;

"dock" includes any pier, jetty or other place at which ships can ship or unship goods or passengers not being a waterside wharf;

"dock railway" means a railway within a dock;

"loadability" means, in relation to any consignment, the greatest weight of goods identical in every way (save as to total weight) with the goods comprised in the consignment as tendered for carriage, which is reasonably capable of being loaded and safely carried in an open railway wagon with two axles capable of carrying a maximum load of 10 tons and with a cubic capacity of 450 cubic feet, an internal length of 18 feet and an internal width of 7 feet 6 inches; provided that in the case of a consignment containing an article or articles exceeding 18 feet in length the loadability thereof shall be deemed to be that applicable to a consignment containing a similar article or articles of a length not exceeding 18 feet;

"merchandise" means goods (including minerals), livestock and animals of all descriptions but does not include—

(a) passengers' luggage, whether accompanying a passenger or sent in advance, and dogs and other animals, bicycles, perambulators and other articles which the Commission permit passengers to take with them by railway, when actually so taken;

(b) mailbags or their contents carried by the Commission pursuant to the Post Office Act, 1953;

"owner's wagon traffic" means goods accepted by the Commission for carriage in wagons owned by or hired to a trader including tank wagons and road tank trailers carried by rail on undercarriages owned by or hired to a trader;

"private siding" means a railway or siding not belonging to the Commission;

"private sidings terminal services" in relation to goods carried to or from a private siding means any terminal services occasioned by the delivery or, as the case may be, the receiving of goods in loaded wagons at the junction with the private siding, and without prejudice to the generality of the foregoing provision, includes ;

- (a) the detaching of the wagons from or, as the case may be, the attaching thereof to the trains by which they have been or are to be conveyed ;
- (b) any terminal shunting or movement of any such wagons or of the train by which they have been or, as the case may be, are to be conveyed, being a shunting or movement occasioned by the delivery or, as the case may be, the receiving of such wagons at the junction with the private siding ;
- (c) any services and accommodation incidental to the said services ;
- (d) in the case of goods carried from a private siding to a private siding the documentation relating to the contract for the carriage and the carriage thereof ;
- (e) in the case of goods carried from a private siding to a terminal station or from a terminal station to a private siding so much of the documentation relating to the contract for the carriage and the carriage thereof as is referable to that end of the transit which is at the private siding ;

"terminal station" means a station or place upon the railways of the Commission at which goods are loaded or unloaded before or after conveyance but does not include a junction between a railway of the Commission and any private siding, or in respect of goods passing to or from a private siding any station with which such siding may be connected, or any dock ;

"trader" means any person sending or receiving or desiring to send or receive merchandise by railway ;

"waterside wharf" means a place for the transhipment of merchandise between river craft or canal craft and a railway of the Commission being a place situate either upon an inland waterway of the Commission or within a railway goods station belonging to the Commission.

(2) The Interpretation Act, 1889, shall apply to this Scheme as it applies to an Act of Parliament.

3. This Scheme shall come into force on the 1st day of July, 1957.

PART II

CHARGES

Section A—Charges for the carriage of goods by merchandise train

4.—(1) The Commission may make such charges as may be reasonable for :—

- (a) the carriage by merchandise train of any consignment of or exceeding 100 tons ;
- (b) the carriage by merchandise train of owner's wagon traffic ;
- (c) private sidings terminal services in respect of goods carried or to be carried by merchandise train.

(2) Any questions as to the reasonableness of any charge made by the Commission under the provisions of this paragraph shall be determined on the application either of the Commission or of the person liable to the charge by the Transport Tribunal to the exclusion of any other Court.

5. Subject to the provisions of paragraphs 4 and 10 of this Scheme the charges made by the Commission for the carriage of goods by merchandise train shall not exceed charges ascertained in accordance with the First Schedule to this Scheme (hereafter in this Section of this Part of this Scheme and in the said Schedule referred to as "the maximum carriage charges").

6.—(1) The maximum carriage charges cover the following services and facilities—

(a) in the case of all goods—

(i) the provision of wagons save when the carriage thereof entails the use of a special wagon, and

(ii) the provision of sheets when and to the extent to which sheeting is normally required for the protection of the goods ;

(b) in the case of goods carried from one terminal station to another terminal station—

(i) the conveyance thereof from the station of origin to the destination station ;

(ii) the use of accommodation (other than coal drops) normally and customarily provided at the stations ;

(iii) assistance in loading at the station of origin and in unloading at the destination station in so far as such assistance is normally and customarily afforded at those stations, including the use of plant and machinery normally available thereat ;

(iv) the covering of the goods when and to the extent to which covering is normally required for the protection thereof and the subsequent uncovering ;

(v) such other services as are normally and customarily rendered by the Commission at the stations for or in dealing with goods generally as railway carriers thereof before or after the conveyance thereof by railway ;

(c) in the case of goods carried between a terminal station and a private siding—

(i) the conveyance of the goods in wagons from the station to the junction with the private siding or, as the case may be, from the junction with the private siding to the station ;

(ii) the use of accommodation (other than coal drops) normally and customarily provided at the station ;

(iii) assistance in loading or, as the case may be, unloading the goods at the station in so far as such assistance is normally and customarily afforded thereat including the use of plant and machinery normally available thereat ;

(iv) the covering of the goods at the station when and to the extent to which covering is normally required for the protection of the goods or, as the case may be, the uncovering thereof at the station ;

(v) such other services as are normally and customarily rendered by the Commission at the station for or in dealing with goods generally as railway carriers thereof before or, as the case may be, after the conveyance thereof;

(d) in the case of goods carried from a private siding to a private siding the conveyance thereof in wagons between the junctions with the two private sidings.

(2) The maximum carriage charges shall apply notwithstanding that in the case of any goods all or any of the services and facilities referred to under the heads (a) (i), (b) (ii), (iii), (iv), (v) and (c) (ii), (iii), (iv) and (v) are not used or afforded.

(3) In this paragraph—

(a) the expression "conveyance" in relation to goods carried to or from a private siding does not include any private sidings terminal service;

(b) the expression "special wagon" means a wagon required for the carriage of articles of exceptional bulk shape or weight not being a wagon in general use for the carriage of ordinary merchandise.

7. Where goods are carried to or from a dock whether or not belonging to the Commission they shall be deemed for the purposes of this Section of this Part of this Scheme to be carried to or from a private siding and the point or place where the dock railway begins or, as the case may be, ends shall be regarded as if it were the junction with a private siding.

Section B—Maximum charges for the carriage of livestock or animals of all descriptions by merchandise train and for the carriage of merchandise by passenger train or other similar service.

8.—(1) Subject to the provisions of sub-paragraph (2) of this paragraph, the charges made by the Commission for the carriage of livestock or animals of all descriptions by merchandise train or for the carriage of merchandise by passenger train or other similar service shall not exceed the standard charges.

(2) The charges made by the Commission for the carriage of empties by passenger train or other similar service may exceed the standard charges therefor but shall not exceed the standard charges in respect of the carriage of general parcels by passenger train or other similar service.

(3) In this paragraph the expression "standard charges" means the standard charges in force under the Railways Act, 1921, together with any additional charges the making of which had, immediately before the date on which this Scheme comes into force, been authorised by the Minister of Transport and Civil Aviation.

Section C—Chargeable Distances

9.—(1) Subject as hereinafter provided, the distance between any two stations or places upon the Commission's railways by reference to which any maximum charge provided in this Scheme is ascertained (hereinafter called the "chargeable distance") shall be calculated by taking the mileage by the shortest physical route over the Commission's railways between such stations or places via any line or junction which is in service and is capable of carrying any kind of freight train.

(2) Subject to the provisions of sub-paragraphs (4) and (5) of this paragraph, when goods are carried to or from a private siding, the place to or from which the chargeable distance is measured shall be the junction with the private siding.

(3) Subject to the provisions of sub-paragraphs (4) and (5) of this paragraph, when goods are carried to or from a dock the place to or from which the chargeable distance is measured shall be the point or place at which the dock railway begins or, as the case may be, ends.

(4) The Commission may appoint at or in the vicinity of any station a single place from and to which chargeable distances are to be calculated in respect of the carriage of merchandise to and from that station and its vicinity, provided that no such appointed place shall be more than one mile by railway from the actual place to or from which the carriage by railway is effected.

(5) The Commission may group stations and places in the same town or locality and appoint a single distancing point within any such group, provided that no such grouped station or place shall be more than five miles by railway from the appointed distancing point, and in the case of any such group the chargeable distance to or from any place within the group shall be the distance to or from the distancing point.

(6) The record of any chargeable distance entered pursuant to paragraph 17 of this Scheme in any book kept pursuant to that paragraph shall be evidence of that chargeable distance and shall be taken to be correctly calculated unless and until the contrary is proved.

Section D—Reasonable charges for Miscellaneous Services and Facilities

10.—(1) The Commission may make such charges as may be reasonable for the use of any of the services and facilities specified in the Second Schedule to this Scheme.

(2) Any questions as to the reasonableness of any charge made by the Commission under the provisions of this paragraph shall be determined on the application either of the Commission or of the person liable to the charge by the Transport Tribunal to the exclusion of any other Court.

(3) For the avoidance of doubt it is hereby declared that the carriage of merchandise over any private siding or over any dock railway (whether or not belonging to the Commission) and the carriage of railway vehicles running on their own wheels are excluded from the provisions of Sections A and B of this Part of this Scheme.

PART III

TERMS AND CONDITIONS OF CARRIAGE

11.—(1) Subject to the provisions of sections 14 and 72 (1) of the Transport Act, 1947, the terms and conditions upon and subject to which merchandise will be accepted for carriage by railway by the Commission shall be the Standard Terms and Conditions of Carriage.

(2) The terms and conditions referred to in sub-paragraph (1) of this paragraph shall be deemed to be reasonable.

(3) In this paragraph the expression "the Standard Terms and Conditions of Carriage" means the terms and conditions contained in the Statutory Rules and Orders 1927 No. 1009 and 1940 No. 2166 as modified by the provisions of the Third Schedule to this Scheme.

12. Subject to the succeeding provisions of this Part of this Scheme the terms and conditions upon and subject to which merchandise is, apart from special contract, to be carried by the Commission shall be the company's risk conditions and these conditions shall apply to the carriage of merchandise without any special contract in writing; provided that in any case where—

- (a) the Commission offer an owner's risk rate (whether or not the merchandise in question appears upon the list published pursuant to paragraph 17 (1) (v) hereof) and the Commission have been requested in writing to carry at that rate, or
- (b) the consignment consists of or includes merchandise in respect of which the Commission have given public notice that they will carry such merchandise only at owner's risk,

the terms and conditions upon and subject to which the merchandise shall be carried shall be the owner's risk conditions.

13.—(1) Subject to the provisions of section 7 of the Railway and Canal Traffic Act, 1854, the terms and conditions upon and subject to which dangerous goods will be carried by the Commission shall be such as may from time to time be determined by the Commission.

(2) Any question as to whether any goods are dangerous shall be determined by the Transport Tribunal:

Provided that when the Commission have declared any article to be dangerous the burden of proving the contrary shall lie on any person contesting such declaration.

14. Subject to the provisions of section 7 of the Railway and Canal Traffic Act, 1854, the Commission and any trader may agree in writing to any terms and conditions they think fit for the carriage of any merchandise.

15. In this Part of this Scheme the expression "terms and conditions" does not include provisions as to the amount of carriage charges.

16. Nothing contained in this Part of this Scheme shall prejudice or derogate from the powers of Her Majesty in Council or of any Government department under the Explosives Act, 1875, or affect the validity or operation of any Order in Council, order, rule or bye-law made under the powers contained in that Act.

PART IV

PUBLICATION

17.—(1) On and after the date upon which this Scheme comes into force, the Commission shall keep at each station at which merchandise is received for carriage by railway or, where merchandise is received for carriage at some place other than a station, then at the station nearest to such place:—

- (i) a copy of this Scheme;
- (ii) a book or books showing in respect of all practicable chargeable distances the maximum charges for livestock and animals of all descriptions by merchandise train and for merchandise by passenger train or other similar service;
- (iii) a book or books showing the chargeable distance from that station or place of every station or place on the Commission's railways to which they book;

- (iv) a list of those goods which the Commission for the time being have declared to be dangerous goods ;
- (v) a list of such merchandise, if any, as the Commission for the time being offer to carry to and from all stations and places upon their railways at owner's risk rates.

(2) The books and documents referred to in sub-paragraph (1) of this paragraph shall during reasonable hours be open to the inspection of any person without the payment of any fee.

(3) Save as aforesaid and notwithstanding the requirements of any other statutory provision the Commission shall be under no obligation to publish any charges provision for which is made by this Scheme.

FIRST SCHEDULE

Maximum Carriage Charges under Paragraph 5

1. In this Schedule "bulk traffic" means unpacked consignments of the following goods weighing 4 tons or more and having a loadability of 4 tons or more.

Ashes, Cinders and Slag.

Blocks, Slabs, and Fencing of concrete or ferro-concrete, plain, solid.

Blocks and Slabs of plaster composition, plain, solid.

Bricks (building) solid and unglazed, Slates, Tiles, and Stone Blocks roughly wrought.

Clay, Earth, Gravel, Sand, Stones, Ores, and other Minerals, as mined or quarried, or calcined or concentrated.

Coal, Coke, and Patent Fuels made therefrom.

Iron and Steel Bars, Billets, Blooms, Ingots, Plates, Rails, Rods, Sheets, Strip, and Scrap, Pig Iron, Ferro-Chrome, Ferro-Manganese, Ferro-Silicon, and Spiegeleisen.

Road Making and Repairing Materials, tarred or undressed.

Salt, Lime and Gas Lime.

2. Subject to the provisions of paragraphs 4, 5 and 6 of this Schedule the maximum carriage charges for the carriage by merchandise train of bulk traffic shall be amounts ascertained in accordance with Table A.

3. Subject to the provisions of paragraphs 4, 5 and 6 of this Schedule, the maximum carriage charges for the carriage by merchandise train of all goods to which this Schedule applies, other than bulk traffic, shall be amounts ascertained in accordance with Table B.

Small consignment charge

4. In the case of any consignment—

- (a) having a weight of or above 10 cwt. but not exceeding 1 ton, the maximum carriage charge shall be the amount ascertained in accordance with Table B plus 1s. per consignment;
- (b) having a weight below 10 cwt., the maximum carriage charge shall be the amount ascertained in accordance with Table B plus 2s. 6d. per consignment.

Chargeable weight

5.—(1) In the case of any consignment for which the maximum carriage charge ascertained in accordance with the foregoing provisions of this Schedule would be greater than the maximum carriage charge so ascertained for a consignment of a greater weight of the same goods, the maximum carriage charge shall be the charge so ascertained for the consignment of the greater weight.

(2) Subject to the provisions of sub-paragraphs (3), (4), (5), (6) and (7) of this paragraph the weight of any consignment for the purpose of this Schedule shall be its gross weight as ascertained at the forwarding end; provided that—

- (a) any consignment of a less weight than 28 lbs. shall be reckoned as 28 lbs.;
- (b) in any consignment exceeding 28 lbs. and not exceeding 5 cwt. in weight fractions of 7 lbs. or more shall be reckoned as 14 lbs. and fractions of less than 7 lbs. shall be dropped;
- (c) in any consignment exceeding 5 cwt. in weight fractions of 14 lbs. or more shall be reckoned as 28 lbs. and fractions of less than 14 lbs. shall be dropped.

(3) When in the opinion of the Commission any of the packages or articles comprising a consignment are such as will involve unreasonable handling the Commission shall be entitled to reckon each package or article in such consignment as having a minimum weight of 14 lbs.

(4) Timber, that is to say wood in an unmanufactured, roughly hewn, roughly sawn, or planed state, shall be charged either at machine weight or, as the Commission may determine, at measurement weight to be ascertained in such manner as the Commission may prescribe.

(5) Subject to the provisions of sub-paragraph (7) hereof the maximum carriage charge for any consignment of goods of a less weight than 1 ton which the Commission either receive or deliver in one wagon on or at a private siding shall be as for 1 ton.

(6) Subject to the provisions of sub-paragraph (7) hereof, the maximum carriage charge for any consignment of goods of less weight than 1 ton which, from the circumstances in which it is tendered, or of its nature, necessitates or requires the sole use of a wagon shall be as for 1 ton.

(7) Where a consignment consists of or includes an article or articles of a length exceeding 24 feet, and not exceeding 42 feet, the weight of the consignment for the purpose of calculating the maximum carriage charge shall be taken as the actual gross weight or 2 tons, whichever be the greater, and if it exceeds 42 feet the weight of the consignment for such purpose shall be taken as the actual gross weight or 2 tons plus 1 ton for each 18 lineal feet or part thereof above 42 feet whichever be the greater.

Fractions of a penny

6. In calculating:—

- (a) the maximum rate per ton applicable to the carriage of any particular consignment, and
- (b) the maximum charge authorised to be made in respect of the carriage of any particular consignment, having regard to the weight of that consignment fractions of a penny amounting to a halfpenny or more shall be charged as a penny and fractions amounting to less than a halfpenny shall be dropped.

TABLE A

MAXIMUM CARRIAGE CHARGES FOR BULK TRAFFIC

Description of Consignment	Carriage from one Terminal Station to another Terminal Station		Carriage from one Private Siding to another Private Siding		Carriage from a Terminal Station to a Private Siding or from a Private Siding to a Terminal Station	
	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton
(a) Any consignment having a weight of 10 tons or more and a loadability of 10 tons.	s. d. 21 6	s. d. 3½	s. d. 15 6	s. d. 3½	s. d. 18 6	s. d. 3½
(b) Any consignment consisting of one or more articles each of a weight of 10 tons or more.	s. d. 25 0	s. d. 3½	s. d. 17 6	s. d. 3½	s. d. 21 3	s. d. 3½

Description of Consignment	Carriage from one Terminal Station to another Terminal Station		Carriage from one Private Siding to another Private Siding		Carriage from a Terminal Station to a Private Siding or from a Private Siding to a Terminal Station	
	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton
(a) Any consignment having a weight of 6 tons or more and having a loadability of 6 tons or more but less than 8 tons.	s. d. 30 0	s. d. 4	s. d. 20 6	s. d. 4	s. d. 25 3	s. d. 4
(b) Any consignment having a weight of 6 tons or more but less than 8 tons and having a loadability of 6 tons or more.						
(a) Any consignment having a weight of 4 tons or more and having a loadability of 4 tons or more but less than 6 tons.	42 0	5½	29 0	5½	35 6	5½
(b) Any consignment having a weight of 4 tons or more but less than 6 tons and having a loadability of 4 tons or more.						

TABLE B
MAXIMUM CARRIAGE CHARGES FOR GOODS OTHER THAN BULK TRAFFIC

Description of Consignment	Carriage from one Terminal Station to another Terminal Station		Carriage from one Private Siding to another Private Siding		Carriage from a Terminal Station to a Private Siding or from a Private Siding to a Terminal Station
	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton	For each mile or part of a mile thereafter, per ton
(a) Any consignment having a weight of 10 tons or more and a loadability of 10 tons.	s. d. 24 6	s. d. 24	s. d. 18 6	s. d. 24	s. d. 24
(b) Any consignment consisting of one or more articles each of a weight of 10 tons or more.					
(a) Any consignment having a weight of 8 tons or more and having a loadability of 8 tons or more but less than 10 tons.	28 0	34	21 0	34	34
(b) Any consignment having a weight of 8 tons or more but less than 10 tons and having a loadability of 8 tons or more.					
(a) Any consignment having a weight of 6 tons or more and having a loadability of 6 tons or more but less than 8 tons.	34 0	34	24 6	34	34
(b) Any consignment having a weight of 6 tons or more but less than 8 tons and having a loadability of 6 tons or more.					

Description of Consignment	Carriage from one Terminal Station to another Terminal Station		Carriage from one Private Siding to another Private Siding		Carriage from a Terminal Station to a Private Siding or from a Private Siding to a Terminal Station	
	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton	For the first 10 miles or any part thereof, per ton	For each mile or part of a mile thereafter, per ton
(a) Any consignment having a weight of 4 tons or more and having a loadability of 4 tons or more but less than 6 tons.	s. d. 48 0	s. d. 5	s. d. 35 0	s. d. 5	s. d. 41 6	s. d. 5
(b) Any consignment having a weight of 4 tons or more but less than 6 tons and having a loadability of 4 tons or more.	62 0	6	43 6	6	52 9	6
(a) Any consignment having a weight of 3 tons or more and having a loadability of 3 tons or more but less than 4 tons.						
(b) Any consignment having a weight of 3 tons or more but less than 4 tons and having a loadability of 3 tons or more.						
(a) Any consignment having a weight of 2 tons or more and having a loadability of 2 tons or more but less than 3 tons.	88 0	8	62 0	8	75 0	8
(b) Any consignment having a weight of 2 tons or more but less than 3 tons and having a loadability of 2 tons or more.						
Any consignment not falling within any of the foregoing categories.	155 0	1 2	111 6	1 2	133 3	1 2

SECOND SCHEDULE

Miscellaneous Services and Facilities referred to in paragraph 10

1. The collection or delivery of merchandise which is to be or has been carried by rail.

2. The splitting of a consignment at the receiving station for delivery to more than one consignee.

3. The carriage of merchandise over any dock railway belonging to the Commission.

4. The conveyance of railway vehicles running on their own wheels, including engines and any wagon conveyed empty for the purposes of owner's wagon traffic, or any service or accommodation rendered or provided in connection therewith.

5. Railway tolls, that is to say charges for the use of railways belonging to the Commission by traffic drawn by engines not belonging to the Commission.

6. The provision of containers if requested by the trader.

7. The covering and uncovering of merchandise in transit (including the provision of sheets therefor) at the request of the trader when such service is not normally required, or the provision of sheets for any purpose other than the covering of traffic.

8. The provision of special wagons (that is to say wagons not generally used for ordinary merchandise) where needed for the carriage of articles of exceptional bulk, shape or weight.

9. The alteration, in connection with the carriage of any merchandise, of any wagon or the provision of any exceptional or special services or facilities or the making of exceptional or special working arrangements necessary for the carriage of any merchandise.

10. The transhipment of merchandise received from or delivered to a railway of a different gauge not being a railway belonging to the Commission.

11. Any accommodation provided or services rendered in connection with the withdrawal, during the course of transit, of any wagon not belonging to the Commission and any merchandise contained therein, for the purpose of effecting repairs to such wagon including the transhipment of any merchandise contained therein to any other wagon.

12. Any of the following services or facilities when rendered to or provided for a trader at his request or for his convenience; provided that, where before any such service or facility is rendered or provided, a trader has given notice in writing to the Commission that he does not require it, the service or facility shall not be deemed to be rendered or provided at the trader's request or for his convenience:—

(1) Services rendered or accommodation provided at or in connection with a private siding not being—

(a) a service or accommodation incidental to the conveyance of goods to or from the siding, or

(b) a private sidings terminal service in respect of goods carried or to be carried by merchandise train.